

Sunday Advertiser

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SELF-CONTROL.

Self-control includes self-denial, which is the corner-stone of Christianity as framed and inserted by Christ. To be a true disciple of the Master two things were essential, first, that a man should take up his cross and, second, that he should follow him. Practically applied, from a lay point of view, indeed from any point of view, this means that every man has to meet crosses which must be patiently endured and that, in this way, on this path, he must enter into and copy the life, of which Christ was the Exemplar. Obstacles, disappointments, positive suffering, are incident to humanity and there can be no excellence of character, without the capacity to endure.

But self-control embraces more than self-denial, and covers the active as well as the passive elements of character. It means the use of the faculties, physical, mental and spiritual, without abuse or excess, and resolute grappling with the difficulties that beset individual as well as collective advancement. The man who can control himself is greater than the man that can take a city. This is a test that has reduced to ashes many a career that otherwise would have held a more important and enduring place in history. It is applicable to Napoleon Bonaparte, as to the humblest individual who has failed because of his indifference to law and his incapacity to hold the balance of his own propensities.

The phase of human activity to which the necessity for self-control is applicable, are innumerable, and it is interesting to observe how thoroughly the optimistic theory of progress is enforced by the record of modern times. In one of his essays, Charles Lamb, referring to the comedies of Congreve and Wyndham, declared that their characters were profligate and characterless women and represented nothing in the recognized social world of their day, and his criticisms were pointed by language that may be aptly quoted:

"They break through no laws or conscientious restraints. They know none. They have got out of Christendom into the land—what shall I call it?—of cuckoldry—the Utopia of gallantry, where pleasure is duty and the manners perfect freedom." * * * "No reverend institutions are insulted by their proceedings—for they have none among them. No peace of families is violated—for no family ties exist among them. No deep affections are disquieted, no holy wedlock bands are snapped asunder—for affection's depth and wedded faith are not of that soil. There is neither right nor wrong—gratitude nor its opposite—claim nor duty—paternity nor sonship."

There is and there always has been a class in the world, subject to these terrible strictures. But the dramas exoriated by Charles Lamb displayed the same error that marks the yellow journalism of the present age, by presenting intolerable debasement, not merely as the exception to the rule but as the rule itself. In all epochs the lower phase of humanity has escaped from law and has treated life as an opportunity for the transitory ascendancy of its lowest possibilities. This form of pessimism accompanied the decline and fall of the Roman Empire, of the Middle Age republics of Europe, of the French Monarchy, when the doctrines of Voltaire produced revolution and debauchery to a degree that filled civilization with horror, and supplied the pretext for the coarser moulds of Socialism, Nihilism, Internationalism, Anarchy, and for the other deformities of modern times that have sought for the destruction of society and of government.

But, in the eighteenth century, Fielding, whose novels are supposed to have described his own experiences and whose knowledge of human nature, radically the same in all periods, was acute and profound, showed that, even in relation to one phase of existence, self-control was not only possible but actual. Such characters as Amelia and Joseph Andrews, in the midst of almost unexampled coarseness and profligacy, were merely an anticipation of the pressure of necessity upon the human race. It is astonishing to observe the repeated proofs of the fact that the doctrines and the teachings of Christ have not merely leavened all progressive civilization, but have become substantially essential to personal, social and national life. In the twentieth century, self-control, as it has been defined in this article, is safeguarded by the average will of men, but its bearing upon every kind of industrial, mental and moral activity has secured general and firm recognition and is enforced, not by law alone, but by usage and by positive rule.

Take society for an example. There are those now living, who can remember when a convivial reputation was measured by a capacity for wines and liquors. Now the spectacle of an over-indulgent patron of the table has become disgusting. There was a period, not so very long ago and even in England, the land of the home, when female virtue was lightly esteemed, and when the discipline of the age was never visited upon men. Now privacy and concealment are of the essence of purity, and no man and no woman, who openly disregards the sanctity of domestic life, can retain social recognition. This is true, even in the face of the numerous divorces, which in their ostentatious publicity, misrepresent the average tone of communities.

In professional and business circles, divided and subdivided into endless specialties, the power of self-control has become vital. Great corporations, large combinations, every department of industry, depend upon and unconsciously enforce this primary law. One instance of excess, in any direction, disturbs and often breaks up the career of a young man in the most important departments of the United States. Scientific business, and all business is becoming scientific, cannot exist in these days without absolute sobriety, without temperance in all things, without self-respect and without the full training of the faculties of body and mind that are exercised in each department. The economical and disciplined employment, without unnatural straining on the one hand or senseless waste on the other, of every power with which a human being is endowed, is now generally exacted. The young man who cannot fill this bill, who has wild oats to sow, whose pleasures and whose vices are more important to him than his work, is speedily and with automatic certainty thrown out of a place where he is incompetent to fill.

On transportation lines, experience has eliminated the cigarette and drink. Temperance, moderation, are everywhere enforced and abstinence is encouraged. He who does not hold his temper, as well as his other passions, within the domain of an instructed will, is practically a worthless quantity. From the Cross to the Crescent of modern civilization self-control has spread and deepened until the lessons of the past have become the axiomatic truths of the present. An unregulated creature of his own appetites is now virtually a barbarian.

THE LENA'S CONSORTS.

There will be no surprise among shipping men if the trans-Pacific liners find Russian auxiliary cruisers in their way. The Lena did not cross the ocean alone, a consort of hers, the Korea, having been seen off Vancouver island. Other steamers may easily be in the same running, for Vladivostok is not blockaded and when the war broke out a number of transports and passenger vessels were anchored there awaiting conversion into the role of commerce-destroyers.

The object of sending Russian cruisers into this sea route is so important as to warrant the belief that the misfortune to the Lena will not serve to defeat it. Not only does Russia seek contraband of war, under whatever flag, but she wishes to compel shippers to pay exorbitant rates of insurance. The mere presence on this ocean highway of one of the Czar's armed ships sends insurance kiting and compels the American and British steamship companies to figure on the loss which they must suffer in the capture of one of their vessels and her detention for weeks or months at the will of a Russian prize court.

Possibly Honolulu will see a Russian vessel or two before ice or the Japanese close the port of Vladivostok, for in this locality, where trans-Pacific commerce converges, there is a fine field of offensive enterprise.

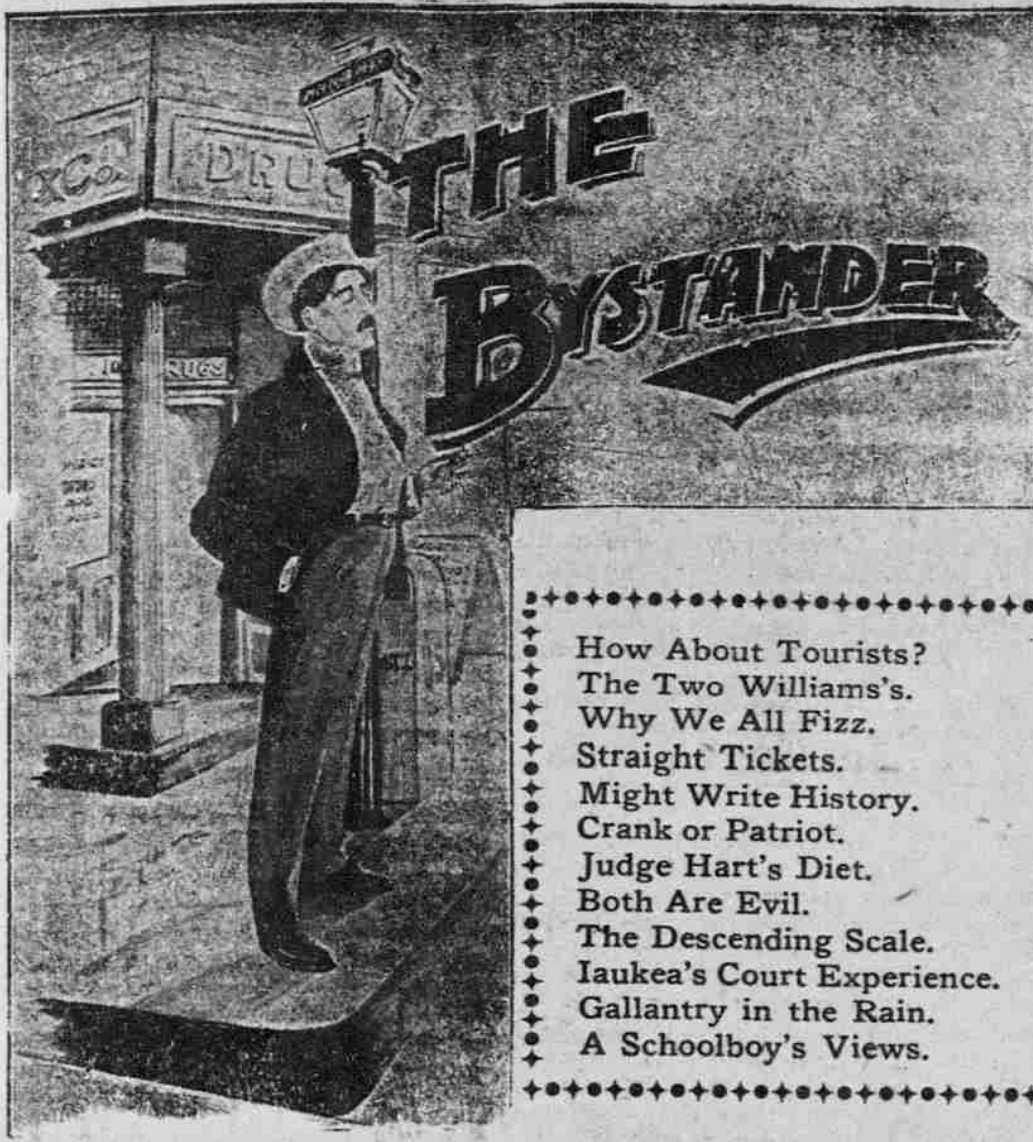
There was a time in these islands when the knockers said the sugar industry could not succeed and they pointed to some pioneer failures to prove it. Few of these knockers are left but those who survive insist that the soil can't rise anything else than sugar.

If Mr. Faxon Bishop can make any votes in the Fifth by attacking the Advertiser we haven't the ghost of an objection. On no account shall we bolt him. Mr. Bishop and the entire Republican Senatorial ticket ought to be elected for the good of the Territory.

Stoessel said he could hold out for only six weeks and the time is nearly up. By taking six more of his forts the Japanese have also taken him at his word.

Politics is an unending source of amusement in Honolulu and it atones, in great part, for the lack of circuses.

It was the fault of the Orpheum meeting if the free-for-all candidate for Senator wasn't done Brown.



How About Tourists?
The Two Williams's.
Why We All Fizz.
Straight Tickets.
Might Write History.
Crank or Patriot.
Judge Hart's Diet.
Both Are Evil.
The Descending Scale.
Iaukea's Court Experience.
Gallantry in the Rain.
A Schoolboy's Views.

Are we going to have tourists next winter? I don't know, do you? So far, nobody has engaged rooms for the season and it is safe to count on California to keep everybody away if it can. The Golden State is a competitor, with its shop built straight across the road which leads to our doors. The shop is a beautiful one, filled with interesting wares and carried on by smart business men. The pressing question with us is—will it catch all the trade?

But let there be a fair try on Hawaii's part. Let us test our attractions against California's for another winter and if the scheme doesn't work then, next spring we can devise other measures. One may easily turn, if necessary, from tourists to settlers. These latter are always eager to come and we have land enough to accommodate them—far better land than that in the semi-arid districts of California which is producing so much and so well. And let us remember that the whole of the San Joaquin valley, now the garden of the West, was once pronounced a hopeless desert by a visiting U. S. Commission and that Daniel Webster opposed the annexation of California on the ground that it was fit only to produce horned toads, Indians and rattlesnakes. Let us not be disturbed by the criticisms of Hawaiian land inspired by those who either want to grab it all or who know nothing of scientific agriculture. Hawaiian land is all right and there are 10,000 people ready to take it up and do something with it if given half a chance.

There are two Williams's in town who are said to be natural born reachers. One takes you and the other undertakes you.

Three or four years ago it was estimated that Honolulu drank 25,000 bottles of soda water per day. Probably the amount has increased rather than diminished. The taste for bottled soda is one that grows on the Japanese, who are its principal consumers. The preference seems to be for the standard brands like lemon soda and ginger ale, though some other kinds are excellent. My friend Rycroft has a brew of birch beer which brings back, to any man or woman of Eastern raising, the taste of the birch bark which people there like to chew. One old Vermont here has cases of it made up but he is the only regular customer, I think, so the beer is not on the market. English ginger beer is another special brew not often found in the trade stalls, but it is a very pleasant warm weather beverage. One of the other dealers, I forget which one, has invented a Bromo Pop, warranted to taste well and cure nervous headaches. These light drinks are, in this way, a strong help to the temperance movement, for, if we did not have them, we should be obliged to drink something worse. I wish, though, we could get sound, pure apple cider down from Oregon, a drink which assists the digestion better than any other. Another desideratum is ice-cold tea, made just right so as not to extract any bitterness from the leaves, properly sugared and lemonged and served with a generous infusion of seltzer water from a syphon. A great actor always serves it and considers it his best offering to guests.

"But how can a straight Republican ticket be voted," asks the Salt Lake Tribune, "unless there is a straight Republican ticket to vote?"

It seems a pity that more veteran Honoluluans do not follow the example set by Gorham D. Gilman and write their reminiscences of early days. Mr. J. O. Carter, knew all the sovereigns of Hawaii but the first one and could write an interesting book. So could Charles R. Bishop, whose early life here was most stirring and romantic and who saw much of the inner workings of native courts. Dr. Sereno Bishop is another septuagenarian whose mind, still fresh and active, carries him back over the larger part of missionary history in the group. He and Dr. Alexander were urged two or three years ago to collaborate on a mission history of Hawaii and I hope they may do so yet. Mr. Lyman of Hamakua, one of the old-timers, knows the legends and myths of the natives and could contribute some invaluable data. Time is passing and every year sees some of the pioneers go with it. Only the other day Henry M. Whitney died and with him vanished a latent volume of history. I have often urged Hon. A. S. Cleghorn, the last Royal Governor of Oahu, to commit his memoirs to paper but he feels that it would be presumptuous when, as a matter of fact, it would be a public service beyond anything that even so strong a man as he was able to render in office. Husband of a Princess of the Blood, father of the Heir Apparent to the throne, the wise and trusted counsellor of Kings and Queens, there was little of importance that happened in Hawaii during half a century which did not pass before his eyes. Is the truth about it, as he saw the truth, to follow him, one day, into the eternal silences?

The man who tries to make two cabbages grow in Hawaii where one grew before is posted as a crank. The man who tries to make two offices grow in Hawaii where one grew before is hailed as a patriot who believes in County Government.

I always like to see the venerable Judge Hart going about, he is so active of body, keen of eye, so cheerful of spirit and so little troubled by disease or time. One day I asked him what patent medicine he used. He told me that his medicine was common sense and that nobody had a patent on it. For seventeen years he has not eaten meat or "flesh" as the vegetarians call it, and he takes the right amount of exercise every day. His table regimen is mainly vegetables, grains and fruits. Judge Hart seems to illustrate, in his own person, the great truth that the exclusive use of this diet imparts far more strength and endurance than the exclusive use of meat. Observe the physical stamina of the horse, the camel, the elephant and the baboon and compare it with that of the carnivora. The lion and tiger are good for sports but they are worthless for steady trials of strength, and their lives are comparatively short. Indeed no meat-eating animals average so long a life as do the non-carnivorous groups. As to people we have not so much data, but when one studies the life of Louis Cornaro, who was broken in health at forty and yet lived over sixty years more on a simple diet, which excluded meat, getting well within a few months after he adopted it—when one studies Cornaro's biography, I say, he soon arrives at conclusions.

If we must have city government to regulate autos then let autos do their worst. They are much the least of the two evils.

A venerable banderlog got up in the Democratic convention the other day and demanded a place on the ticket. The old fellow had just enough qualifications to entitle him to trim kerosene lanterns on a milk wagon and a nomination was refused him. But he was promised a good job when the County Act took effect. I expect that the counties will have to send around a scavenger cart to the party conventions by and by to gather up the castoff job-chasers and put them on their own payrolls. That is to say when a man is of so little account that he can't get in the running for the Legislature, the taxpayers will have to take him for County Clerk, County Auditor or County Treasurer or

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COMMERCIAL NEWS

BY DANIEL LOGAN.

Stocks have been strong and active on the local market during the week. Willard E. Brown of Halstead & Co. puts it this way: "Many buyers who have held back on the belief that prices would come down are beginning to realize that stocks are not high today, but have been abnormally low, and these people are now buying at the advanced figures." From the statement of a banker, there would seem to be little demand for money for stock purchases, indicating that the buying is more for investment than speculative purposes.

Ewa has been strong with sales of 170 shares at \$23. There is a good demand for the stock at this figure but no offerings. Hawaiian Sugar remains at \$28 (par value 20). Hawaiian Commercial has receded from the high figures of last week, but this might have been expected after the very rapid advance. The last quotation from San Francisco on this stock was \$62 bid. Honokaa is \$15.625 bid in San Francisco. Kihei has been in demand during the week and has advanced to \$12 with sales of 100 shares. More could be sold at this figure. Pioneer Mill holds firm at \$107.50 bid. This stock has advanced nearly ten points during the week on the anticipation of a 1 per cent dividend on November 1. Competition at executors' sale yesterday made 56 shares of Pioneer bring \$8.50 above the market price. Oahu has sold readily at \$97, at which price Harry Armitage has been filling an order for 500 shares. Waialua is in demand at \$50. Rapid Transit stock has been offered down to \$65 with no buyers. Bonds on the open market have been neglected during the stock activity, but a sale of \$50,000 Haiku and Paia bonds was reported privately.

Reported sales on the Stock Exchange in detail are as follows: Hawaiian Commercial & Sugar Co. (par \$100), 50 shares at \$65; Ewa Plantation Co. (par \$20), 128 shares at \$23; Olua Sugar Co. (par \$20), 100 shares at \$4.50; Pioneer Mill Co. (par \$100), 45 shares at \$105; Honokaa (par \$20), 25 shares at \$16; Waialua Agricultural Co. (par \$100), 5 shares at \$50; McBryde Sugar Co. (par \$20), 100 shares at \$4; Oahu Railway & Land Co. (par \$100), 45 shares at \$70; Oahu Sugar Co. (par \$100), 5 shares at \$97.50; Ewa, 12 shares at \$23; Kihei Plantation Co. (par \$50), 25 shares at \$12; Kihei, 30 shares at \$12; Oahu, 45 shares at \$97; McBryde, 25 shares at \$4; Hawaiian C. & S. Co., 100 shares at \$62; Waialua, 55 shares at \$50; Ewa, 30 shares at \$23; Waialua, 5 shares at \$50; Kihei, 75 shares at \$12.50; Oahu, 23 shares at \$97.

BONDS.

One of the largest bond transactions for some time was reported late yesterday, being the purchase by the Bank of Hawaii, Ltd., of the entire balance of the Haiku and Paia bond issues. These bonds are considered to be among the best on the market, and the Bank of Hawaii already has several orders aggregating over \$70,000. The bonds are being sold by the Bank at 100 and accrued interest.

The Rapid Transit Co. is still offering its new issue of bonds at 105. The amount of the issue was \$80,000, a large proportion of which has already been sold. The bond is considered to be well secured, but is not particularly attractive at the high premium asked when so many gilt-edged plantation bonds can be bought at par.

It has been announced that Ewa Plantation Co. will retire \$200,000 of its bond issue at the end of the year. This will leave the balance of the outstanding bonds \$100,000.

PROSPECTIVE DEVELOPMENT.

Philip Peck, the Hilo banker and the promoter of the Kohala-Hilo railroad, is in town on his way to San Francisco. When asked yesterday regarding the prospects of the road, he replied with a cheerful twinkle of the eye: "I will know more when I come back than I do now. However, I have good hopes that the road will soon be built. We have surveyors out all the time, perfecting the work of the preliminary surveys. The revision of the lines is a great advantage to economy. To give one instance, a change made in the case of a single gulch will save \$30,000 in construction."

No doubt the interests of the projected railroad will be greatly promoted by an early beginning of construction by the Kohala Ditch Co., which seems very probable. Right of way agreements for this enterprise were being ratified Friday and Saturday. "It will be a great benefit to Kohala district," Manager T. S. Kay of Halawa plantation said yesterday about the ditch. "We would not care whether it rained or not on the plantations, if the rainfall did not cease on the mountains. In fact the more dry weather we had the better with a supply of ditch water. So far as developing the country is concerned, the ditch will not make much difference to Kohala as now established, as there is little or no new land left there to be cultivated. The water will, however, make large areas of land at Hind's place valuable for sugar cane cultivation."

GENERAL NOTES.

People who think meat is dear in Hawaii may be surprised to know that there is a surplus of the commodity produced in the Territory. The annual meeting of the Hawaiian Live Stock Breeders' Association will be held in Honolulu on November 14, and the entire session will be devoted to a discussion of the topic, "The Over-production of Beef and Mutton." This was decided at a meeting of the executive held yesterday at the office of A. F. Judd, Secretary of the Association.

Will E. Fisher, auctioneer, held a sale for the executors of the late Ely Peck yesterday. A piece of land containing 12 cottages, situated on Vineyard street, between Emma and Miller streets, brought \$12,000; 56 shares of Pioneer Mill Co., \$116 a share; 5 shares of Hart & Co., \$1 a share; 1 share of Metropolitan Meat Co., \$90; 67 shares of Olua Sugar Co., \$2.50 a share, and furniture, \$25. Sol. S. Peck, one of the executors, was the sole purchaser.

James F. Morgan sold at auction property at Union street and Adams lane, under foreclosure of mortgage in the suit of Louisa J. Lane vs. M. D. Monarrat et al., the others being subsequent mortgagees to the suit. The land contains about 6000 square feet, having improvements thereon, and was valued by experts at from \$6000 to \$7000 under present conditions. There were mortgages aggregating about \$10,000 on the property, that of the plaintiff being for \$2500. Dr. Walter Hoffman was the purchaser at \$4900.

HONOLULU, SAMOA AND NEW ZEALAND.

(Francis E. Clark, D. D.)

Francis E. Clark, D. D., founder of the Young People's Society of the Christian Endeavor, who visited Honolulu a few months ago, writes of his travels in the South Seas as follows:

Auckland, New Zealand.—A new world for the American tourist to conquer is New Zealand, and were it known how comparatively short is the journey, how commodious and comfortable the steamers that bring you hither, how fascinating the voyage through tropic seas, and how extraordinary the scenes which await one on his arrival, in this Britain of the South Seas, the journey, I am confident, would be undertaken by thousands of enterprising American tourists.

The high way from America is of course the Pacific Ocean, and it is not a tedious journey if one can make claim to being a good sailor. As Stevenson said, concerning his home in Samoa, "you start from San Francisco, take the straight road to Honolulu, and on arriving there take the first turn to the right." So in coming to New Zealand you follow Stevenson's direction until you get to Samoa, then take one more turning to the right, and here you are in the beautiful crater encircled harbor of Auckland.

The steamers of the line that bring you from San Francisco are exceedingly comfortable, modern boats of more than 6000 tons burden, with comfortable state rooms, good table service, attentive stewards, and the most genial and kindly officers that I have seen on any steamers in any part of the world after many years of frequent travel. It was my good fortune to come on the Sierra, and nothing was left undone by Captain Houdlette, by Chief Officer Trask, by Purser Fulcher or by Chief Engineer Nieman for the comfort of the passengers. The chief officer even went so far as to organize a Sandow class for the gentlemen in their pajamas every morning on the deck before breakfast, after which a plunge in the big canvas tub on the forward deck made one feel fresh and "fit."

One great beauty of this voyage is that it is broken in just the right places. It naturally divides itself into three parts, from San Francisco to Honolulu, something over 2000 miles, about six days' journey; then, after twelve hours on shore, another 2000 miles brings one to Pago Pago, in Tutuila; then another stretch of sea and you reach Auckland, the breaks in the journey coming in just the right places for a landsman to stretch his sea legs on dry ground and get the uncomfortable kinks out of them.

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